

HANNIBAL DAILY JOURNAL.

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TERMS OF ADVERTISING
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Advertisements will be published from six to twelve days at Two Cents a Line for each insertion, including the first.

RAILROAD AND PLANK ROAD SENTIMENT AT PALMYRA.

Last Saturday we attended a plank road meeting at Palmyra, where, at two o'clock, we found fifty or seventy-five persons assembled, in pursuance of a call on all interested, to meet on that day, and consult on the propriety of constructing a plank road or roads from Palmyra to some point or points west, in the counties of Shelby or Knox.

Mr. Pratte spoke first. He thought there was no necessity at this day to speak on the benefits of plank roads. The only questions properly before the meeting related to the means and the route. He thought the means could be raised; that they should at present attempt to build only one road, and that to Philadelphia. He thought it might afterwards be extended to the river at Marion city. "There is hostility in Palmyra towards Hannibal," said he; "we might as well speak it out openly as talk about it secretly." He then offered the following resolution:

Resolved, that we will build a plank road to Philadelphia.

Col. Davis followed in haste. The resolution looked curious somehow, but he didn't exactly know what was the matter with it. He had been East, but had neglected to enquire how they built plank roads. He felt rather green in the matter, and would like to hear from others. He thought a resolution might somehow be fixed up, contemplating committees of conference, to consult with meetings in the western part of the county. He then named several routes for plank roads, and among the rest one from Bloomington through Shelbyville and Palmyra to Marion City. They wanted the trade of Macon and Shelby; and, said he, "We had better strike while the iron is hot!" He was for continuing the road to Marion City. He had been East and traveled on railroads built on trestle work, and he thought a plank road might be built on trestle work to Marion City.

The gentleman who had "been East" having subsided into his seat, Mr. King rose to advocate the extension of the road to Scipio, when Mr. Mahan sprung to his feet and declared that Scipio was "too near Hannibal." He was in favor of extending the road to Quincy—and not a man in that meeting who felt authorized to interfere, ventured to suggest the possibility of there being no very great harm even in running a plank road directly to Hannibal. Mr. King's motion was seconded by Mr. P. C. Lane, and by him only. There are not half a dozen men in Palmyra who will go for a plank road to Scipio, because Hannibal might connect with it at that point. So she would, of course. They might as well commence it at first, with a view of running the road to Hannibal. Hannibal would take stock in a road to come in by Scipio, and would nearly as soon have that as any route that could be chosen.

Mr. Pratte's resolution was finally adopted; when we left \$200 in stock had been subscribed—\$100 by Mr. Pratte, and \$100 by Col. Davis. Mr. King was endeavoring to obtain stock for the "Philadelphia, Palmyra and Scipio Plank Road"—with what success we do not know.

Is it unreasonable to ask Palmyreans to drop these unkind feelings if they can? Members of the same community and bound together by a common interest, the welfare of Hannibal is the welfare of Palmyra. They reverse this—they convince themselves that the prostration of Hannibal would be the glory of Palmyra. They declare that, on the part of Palmyra, hostilities exist against Hannibal. They call upon the enemies of Hannibal in Macon, and Shelby and Quincy (in another State) to come and help them; they endeavor to summon these enemies while they are most numerous—it is their policy to "strike while the iron is hot!"

The Hannibal City Liquor Law Reform Association will meet to-night at the M. E. Church, South.

We are glad to see our old friend H. D. La. Cassitt, formerly editor of the Hannibal Gazette, and recently of the Muscatine Enquirer, now on the Kate Kearney as U. S. agent for the river mail from Saint Louis to Galena.

We are particularly obliged to him for a package of Louisville papers.

Dye's Bank Mirror and Illustrated Counterfeit Detector.

This is the most valuable publication of the kind that we have ever seen. Fifteen hundred of the business men of St. Louis have recently become subscribers, among whom we notice the names of Page & Bacon, Loker, Renick & Co., John J. Anderson, and other prominent brokers and bankers. A notice of every new counterfeit is published, with two sections of the plates, by which the genuine and counterfeit may be compared, so that there is no difficulty in detecting the counterfeit. Every subscriber has furnished to him, without extra charge, a magnifying glass and a coin chart, the latter representing the face and value of every description of coins.

The price of the work is, for the monthly, \$1 50; for the semi-monthly, \$2 per annum.

Mr. Creaghead, the agent, is now in this city and will wait upon our business men.

—We are requested to state that Dr. Hopson's series of discourses, the first of which was to have been delivered to-night has been postponed a day or two, on account of the inclemency of the weather. Notice will be given of their commencement.

PUBLIC MEETING.

Pursuant to notice given in the Republican and Journal, the citizens of Macon county met in the Court House in Bloomington, on the 18th of April 1853, for the purpose of expressing their sentiments in relation to the Hannibal and St. Joseph Rail Road.

On motion, J. N. Brown Esq. was called to the chair and A. L. Knight appointed secretary.

The chairman stated the objects of the meeting in a few brief and appropriate remarks. After which, upon motion of T. G. Sharp, a committee of three was appointed by the chair to draft resolutions expressive of the views of the citizens of Macon county. The following gentlemen were appointed on said committee: A. L. Gilstrap, T. G. Sparr, and R. L. Shackelford, and upon motion of Judge Fox, the chairman was added to the committee. They were requested to report on Friday evening next. Spirited addresses were then made by T. G. Sharp and A. L. Gilstrap Esqrs. in which the history of the Hannibal and St. Joseph Rail Road was given and the acts of the Board of Directors reviewed.

It was resolved that these proceedings be published in the Republican and Journal. The meeting then adjourned to meet on Friday next at 2 o'clock P. M.

J. N. BROWN, Ch'n.

A. L. KNIGHT, Sec.

REPORT OF THE COMMITTEE.

Pursuant to adjournment the citizens of Macon county met in the Court House on Friday April 22nd, to hear the report of the committee, when through their chairman, reported the following Preamble and Resolutions which were unanimously adopted.

Your committee have had the subject of the Location of the Hannibal and St. Joseph Rail Road, and matters thereto connected under consideration, and have instructed me to report the following:

Whereas the people of the counties of Marion, Shelby, Macon, Linn, Livingston, Grundy, Davis, Caldwell, Clinton, Dekalb and Buchanan, by their Delegates, met in Convention in the town of Chillicothe, in Livingston county, some five years or more ago; and by a set of Resolutions then and there adopted, and published, and by an Address to Congress and the country, prepared by a Committee appointed by that Convention, brought the Hannibal and St. Joseph Railroad, for the first time, permanently before the country and before Congress. In the Resolutions there passed the line of road was clearly defined to be from Hannibal, by way of Palmyra, Shelbyville, Bloomington, Linneus, Chillicothe, and through Caldwell, or Davis, Clinton or Dekalb counties, to St. Joseph. With the will of the people thus expressed, their voice

was brought to bear on Congress, in a formal Memorial for a grant of public lands, to aid in the construction of this Road thus indicated. This subject was passed upon by Congress from time to time; tabular statements of the business and commerce of this line were often urged in favor of the Grant before Congress. A temporary Survey was also made, under the direction of Col. Stewart, which run upon a direct line by these towns, and used in congress in various ways, to satisfy that body of the easy construction of a Road upon it.

Congress, ultimately, made a grant of land for that purpose. The Legislature having granted a Charter to a Company, authorizing it to construct said road, which was modified and enlarged to suit the desire of the Corporators. And to enable this Company to construct this road, the Legislature turned over the grant of lands as a gift to the Company, and loaned the credit of the State of Missouri, for the same purpose, to the amount of \$1,500,000. During the progress of these things nothing was said or done, in the Legislature or out of it, tending to show any change in public sentiment, nor intention on the part of the Company to locate the Road upon any line other than that which lay between the points mentioned in the Charter, and which had been clearly indicated by the former action of the Company; except that which was manifested by the citizens of Hannibal, and which was supposed to arise out of petty selfishness and prejudice against the town of Palmyra.

While these events were transpiring, much enthusiasm prevailed among the people, superinduced by the managers of this Company. Every body had been informed by the action of the Board of Directors, and by the many speakers employed by the Board, including the President himself, the line of the road would run by the county Seats, as indicated by this survey. Thus the public mind was wrought upon, and thus the grant of land as a clear gift, and the credit of the State were obtained. In the mean time the majority of the stock held by private stockholders, was controlled by the managers in Hannibal and St. Joseph, so as to keep the Board filled by men under the control of these towns. Their meetings were held in secret, and their proceedings kept from the stockholders and the public. They secretly formed a contract with Duff, Learned & Co., for the construction of this road, before the surveys were made, wherein it is said to have been agreed, that the amount of \$23,000 per mile should be paid upon the best route, taking cost, grade, and distance as the criterion; and if located on any other route, the difference in cost should be paid by the Company.

And stipulating that the said Duff Learned & Co., should take ten per cent of the cost of construction in stock, and be permitted, after the location, to subscribe as stock the sum of \$300,000. Thus creating in them, an interest in the road itself, which must have exerted an influence over the location just made; both in reference to the Engineer's and Director's at the ends of the route.

The location made, is the one best adapted to purposes of speculation, and the one which Hannibal has ever desired; and which, being off the line indicated by the points made in the Charter, is evidently intended to leave Palmyra out at some future day. This is boldly asserted now by the stockholders of Hannibal.

That these things were intended by the Board of Directors, before they knew the result of their surveys, appears evident from the existence of many undeniable facts. The President of the Board advised and assisted to pass a bill through the Legislature releasing the different counties from the stock subscribed by them, for the reason stated by him then, as we are informed, that the road would not be located where the people had expected, and he knew that dissatisfaction would prevail. That the proceedings of the Board have been kept secret. That the Board passed a resolution, as a member of the Board has informed us, at the meeting preceding the location, appointing Bloomington as the place for the next meeting, without regard to time, unless sufficient and weighty reasons should occur in the mind of the President, in which case he was authorized to call a meeting at Jefferson City. Contrary to the action of the Board, and as it seems, to deprive the member who resided at Bloomington, and was then sick, and unable to attend out of town, of a voice in the location, the President called a meeting at Glasgow, well knowing the facts.

After the meeting at Glasgow was called, the members resident at Bloomington, in order that the stockholders along the line might be represented, resigned, and recommended J. N. Brown,

who attended at the Glasgow meeting, when and where two other vacancies were sought to be filled in the same way.

The Board met, decided that they had the right to fill these vacancies; and then gravely resolved that they would not fill them until after the location, thus denying the right of representation.

By the means aforesaid, and many others which might be mentioned, for purposes of speculation, and in fraud of the rights of the people, as is manifest from their action, have located the Hannibal and St. Joseph Railroad to the manifest injury of all the counties on the line, except perhaps Livingston. In view of the premises, therefore:

1. Resolved, That the location of the Hannibal and St. Joseph Railroad is a fraud upon the community, in bad faith, and contrary to the will of nineteen-twentieths of the people of this county; an outrage and an insult to their feelings.

2. Resolved, That we would be less than honorable men, were we not to express, and we do hereby express, with indignation, and utter contempt, our judgment of condemnation of this location, and the acts and doings which superinduced it.

3. Resolved, That those Directors who planned and executed this deceptive and fraudulent location are totally unworthy of public confidence; that the interest of no community can be safe in their hands.

4. Resolved, That the grant of land given to the Hannibal and St. Joseph Railroad Company, and the loan of the credit of the State to it, was not done to increase the wealth and property of stockholders; but to enable them to construct a railroad to advance the interest and welfare of the people.

5. Resolved, That we are opposed to a re-subscription of county stock to this road, in any shape, manner, or form; and that we will resist the collection of the private stock subscribed by us, by all means in our power, unless justice be done in the premises.

6. Resolved, that this county will take stock in the North Missouri railroad, to the amount of \$75,000 provided that it shall be located within one half mile of Bloomington.

7. Resolved, That a committee of three, consisting of the Chairman of this meeting, and two others to be appointed by him, is hereby authorized to confer with the committee of Shelby, and other counties, upon the propriety of building a plank or sill road from Bloomington, by way of Shelbyville, to Palmyra; and that they call a meeting of the citizens of this county, at this place, as often as may be necessary, and report thereto.

8. Resolved, That the County Court of Macon county be requested to appoint a committee of three to confer with the North Missouri Railroad Company, in reference to subscribing stock in said Company, under such instructions as said court may think proper to give.

A. L. GILSTRAP,

Ch'n Com.

G. M. Taylor Esq., offered the following which was unanimously adopted.

Resolved, That the thanks of the country be tendered to the editors of the Bloomington Journal and of the Bloomington Republican, respectively, for the course they have taken in their papers in denouncing the action of the Directors of the Hannibal and St. Joseph railroad, at the meeting at Glasgow, locating said road.

Judge W. S. Fox and G. M. Taylor Esq. were appointed on the committee referred to in the seventh resolution as reported above.

It was Resolved, That these proceedings be published in the Bloomington papers.

The meeting was then adjourned.

J. N. BROWN, Ch'm.

A. L. KNIGHT, Sec.

Two hundred Mormons went up yesterday on the Jeannie Deans. They were bound for Salt Lake.—It is said there are 1500 or 2000 Mormons in the neighborhood of Keokuk, destined for Salt Lake.

Yesterday the Pawnee came up directly from New Orleans, freighted with railroad iron for the Rock Island and Chicago Railroad.

Col. A. B. Chambers, of the Republican, passed up on the Jeannie Deans, yesterday, on his way to Quincy.

PUBLIC SALE!
Wagons, Horses, Oxen,
Carts, Wheel-Barrows,
PLANK ROAD STOCKS, &c., &c.

WILL POSITIVELY be sold at **PUBLIC AUCTION**, to the highest bidder, without reserve, on

Saturday, the 7th of May,
In front of Webb & Kunkel's Livery Stable, in Hannibal, 50 shares (\$25 each,) of stock in the Hannibal and New London Plank Road and Bridge Co.; 60 shares (\$50 each,) of stock in the Pittsfield and Florence Plank Road Co.; 111; 5 wagons, 10 horses, 4 carts, 4 pairs of oxen, with chains, yokes, &c.; 1 large truck for hauling saw logs, 30 wheel-barrows, 4 large cooking stoves; a lot of picks, mattocks, shovels, &c., and a lot of beds, blankets, coverlets, crockery ware, &c., &c.

J. W. BRADY,

Agent of Geo. Harrison.

Hannibal, April 26, 1853, ap26d7tw2t.